

United States Senate

WASHINGTON, DC 20510

February 16, 2011

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

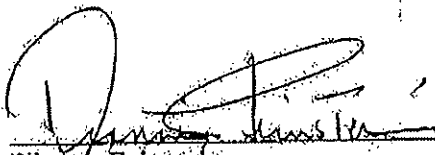
Dear Secretary LaHood,

We are writing to express California's continued commitment to the President's high-speed rail initiative and to ask that the \$2.4 billion in Federal grants recently returned be redirected to our high-speed rail initiative. We believe this is an opportunity for the Administration to further its investment in the project that demonstrates the greatest potential for success. Awarding these funds to California will advance the President's goals for high-speed rail, as expressed in the State of the Union.

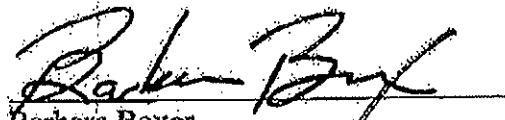
California is leading the Nation in the development of high-speed rail. As you know, voters in our state have committed over \$9 billion in bonds to high-speed rail - a unique level of public support that demonstrates that our state is a reliable, long term partner in this initiative. Combined with Federal grants, we have over \$5.5 billion in funds allocated for construction that will begin in 2012. Californians know that these additional federal funds represent over 80,000 new manufacturing, construction, and technology jobs in our state. We are eager to expand our partnership with the Department of Transportation and get to work.

It is now clear that California will lead the way in demonstrating the viability of high speed rail to the rest of the country. We are ready to do so and look forward to working with the Department of Transportation to see the high-speed rail is a success in California, and the entire nation.

Sincerely,



Dianne Feinstein
United States Senator



Barbara Boxer
United States Senator

United States Senate

WASHINGTON, DC 20510

November 16, 2010

The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave., SE
Washington, DC 20590

Dear Secretary LaHood:

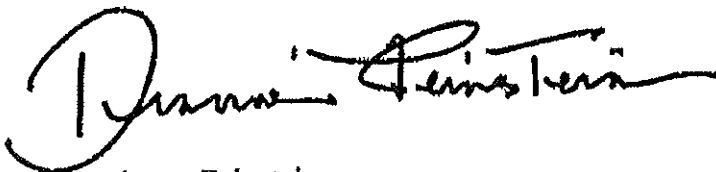
It has come to our attention that several states plan to cancel their high-speed rail projects. We ask that you withdraw the Federal grants to these states and award the funds to states that have made a strong financial commitment to these very important infrastructure projects.

California voters have committed over \$9 billion in bonds to high-speed rail, putting our state in a unique position to advance this initiative quickly. Our state's plan has widespread, bipartisan support because of the impressive potential for job growth, its impact on energy independence and its transformational role in how Californians move throughout the state. No other state is as ready, as able, or as determined to develop a high-speed rail system in the near future.

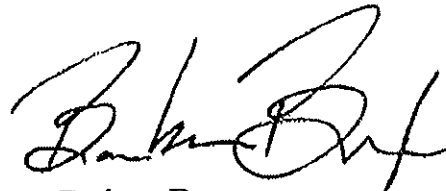
California stands ready to be a pioneering partner with the U.S. Department of Transportation. Awarding our state's plan with these funds would have the greatest and most immediate impact in advancing the kind of high-speed rail system envisioned by both California and the Obama Administration.

Thank you for considering this request. We look forward to working with you on this matter.

Sincerely,



Dianne Feinstein
United States Senator



Barbara Boxer
United States Senator



California Partnership for the
San Joaquin Valley

March 29, 2011

The Honorable Curt Pringle
Chairman of the Board
California High-Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

**RE: California Partnership Support for the California High Speed Rail Authority's
Federal High-Speed Intercity Passenger Rail Program Grant Application**

Dear Chairman Pringle,

On behalf of the California Partnership for the San Joaquin Valley (Partnership), I am writing to **express the Partnership's continued support for the California High-Speed Rail Project in the San Joaquin Valley, and for the California High Speed Rail Authority's grant application to the Federal Railroad Administration for additional federal funds.**

The Partnership is a public-private collaborative sharply focused on improving the eight county region's economic vitality and quality of life for the nearly 4 million Californians that call the San Joaquin Valley home. Created by Governor Schwarzenegger in 2005, the Partnership convened stakeholders from throughout the San Joaquin Valley and developed a Strategic Action Proposal which set forth strategies and specific actions to address challenges in the region. The California High Speed Rail project is consistent with the actions and objectives as set forth in this proposal as it supports the development of "a sustainable region-wide transit system" that will "increase transit ridership, improve mobility, and contribute to air quality."

As the Authority moves forward with the planning of this monumental statewide project with initial construction to take place in the Valley, it is timely to reiterate the importance of this project to the entire region. Not only will the high speed rail system improve mobility and help decrease congestion and air pollution in a region that suffers from the worst air quality in the nation, but it will also be an economic catalyst for the Valley and the entire state of California. It is uncontested that this project will put thousands of Californians to work, and in the Valley, where unemployment rates well exceed the state average, this is of critical significance. By starting construction in the Valley, more than

5010 N Woodrow Ave.
2nd Floor, M/S WC 142
Fresno, California 93740

559.294.6021 T
559.294.6024 F

www.sjvpartnership.org

\$4 billion is invested in the region's economy, not only making efficient use of the federal investment, but also maximizing the opportunity to create California jobs quickly. In addition to job creation, this project will undoubtedly create far-reaching economic impacts including hubs of activity around stations, and new opportunities for business attraction and expansion through the connection of California's major urban centers.

Ultimately, it is important to remember that the long-term goal of our collective efforts is to develop a statewide high speed rail system that creates good jobs, improves air quality and provides Californians with a cheaper, faster and cleaner way to travel. Starting this project in the Valley, particularly from Merced to Bakersfield, is logical as it maximizes current resources and promises to deliver critical economic and environmental benefits to the fastest growing region of California. Thank you in advance for your continued support. I look forward to continuing to work together to make this exciting project a reality for the San Joaquin Valley.

Sincerely,

A handwritten signature in black ink, appearing to read 'Mike Dozier', with a stylized flourish at the end.

Mike Dozier
Lead Executive
California Partnership for the San Joaquin Valley



MAYOR ASHLEY SWEARENGIN

March 30, 2011

Curt Pringle, Chair
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, California 95814

RE: Support for California's Grant Application for Federal High Speed & Intercity Passenger Rail Funding

Dear Chairman Pringle:

I write in strong support of California's Application for Federal High Speed and Intercity Passenger Rail funding to the Federal Railroad Administration (FRA). This application will advance the high speed rail system by connecting city centers in the San Joaquin Valley, which I believe is a critical and logical next step in a continuous process that will lead to the initiation of service on an initial operating segment.

The funding sought in this application would be used to construct civil infrastructure, including trackwork, extending the initial construction segment from just south of Madera, into Merced and would construct a Merced High Speed Train Station. Additionally, it would construct civil infrastructure, including trackwork, extending the initial construction segment from north of Bakersfield into downtown Bakersfield and would construct a Bakersfield High Speed Rail Station. Initiating this work is absolutely imperative as we continue to seek private investment in the system.

I have been encouraged by the Authority's work with the City of Fresno to conduct "value engineering" in an effort to reduce the total cost of the project - do more with less - as well as improve its integration into city centers through smart design. These efforts combined with this additional funding provided by the FRA, matched 30% by the State, will serve to build on the momentum and support that exists in the State for high speed rail.

Thank you for your continuing leadership on advancing the high speed rail system in California. Please feel free to contact me with any questions at (559) 621-7900.

Sincerely,

Ashley Swearengin
Mayor

City of Visalia

425 East Oak Avenue, Suite 301, Visalia, CA 93291



Office of the Mayor

Tel: (559) 713-4512 Fax: (559) 713-4800

March 30, 2011

Bob Link
Mayor

Curt Pringle, Chairman
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento CA 95814

Amy Shuklian
Vice Mayor

Dear Chairperson Pringle:

E. Warren Gubler
Councilmember

The High Speed Rail Authority (HSRA) agenda for March 30, 2011 includes consideration of an application for Federal Railroad Administration (FRA) funding made available as a result of the State of Florida deciding to not proceed with its high speed rail project.

Michael Lane
Councilmember

Steven A. Nelsen
Councilmember

If the HSRA's application is successful, the City of Visalia recommends these additional funds be used to extend the construction of the California High Speed Train (CHST) system south to Downtown Bakersfield (including the Bakersfield station) and north to Merced (including the Merced station). These extensions would improve the effectiveness of the CHST's first segment, and move California's system closer to operational capability. Further, until high speed train operations are commenced, the operational independence achieved by connecting the first CHST segment to the BNSF system can significantly benefit current AMTRAK operations.

We appreciate the strong efforts being made by the California High Speed Rail Authority to design and construct the first CHST segment in a strategic manner. Toward that end, if available federal high speed rail funds are re-directed to California, the recommendation presented by your staff to designate these funds for the Bakersfield and Merced extensions would create a logical and effective first segment for the CHST system.

Thank you for considering the views of the City of Visalia.

Sincerely,

A handwritten signature in black ink that reads "Bob Link".

Bob Link
Mayor



RECYCLED PAPER

NATIONAL RAILROAD PASSENGER CORPORATION

530 Water Street, Oakland, CA 94607



April 1, 2011

Mr. Roelof van Ark
Chief Executive Officer
California High Speed Rail Authority
925 L Street, Suite 1425
Sacramento, CA 95814

Dear Mr. van Ark:

The National Railroad Passenger Corporation (Amtrak) would like to take this opportunity to express its support for California High Speed Rail Authority's High Speed Intercity Passenger Rail (HSIPR) grant application submitted in response to the March 16, 2011 Federal Register Notice issued by the Federal Railroad Administration (FRA) for the projects listed below. This Notice announced the redistribution of funds authorized and/or appropriated in three pieces of legislation: the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), the American Recovery and Reinvestment Act of 2009 (ARRA) and the Fiscal Year 2010 Consolidated Appropriations Act.

Amtrak's support relates to the following projects:

- CA-HSR-ICVP Extension-Merced Station/Bakersfield Station
- CA-HSR-ICVP Extension-Merced-West
- CA-HSR-ICVP Extension-Bakersfield Station/South

It is our understanding that these projects, upon completion, will improve intercity passenger rail service and benefit the Amtrak system. Based on the information made available to us regarding the projects' eligibility, and subject to the development of such project-specific agreements as FRA may require, we support its/their selection for grant funding.

The advancement of projects like these will help develop high-speed and quality intercity passenger rail service in the United States. We appreciate your leadership in filing this application and look forward to working with you on this and future opportunities to improve intercity passenger rail service.

Sincerely,

A handwritten signature in black ink, appearing to read "Patrick Merrill".

Patrick Merrill
Assistant Vice President, Policy & Development *West*

cc: The Honorable Joseph C. Szabo, Administrator
Federal Railroad Administration